

SUFFERING EYES,
with the progress of modern
science we can now
heal and correct a
small degree of myopia. But
SUFFERING EYES will con-
tinue to exist and we
cannot help ourselves of
those previous discoveries. We
can, however, help you to
improve your sight and
relieve you from pain.

N. LAZARUS:
OPHTHALMIC OPTICIAN
11, Queen's Road, Central, Hongkong

The China Mail.

ESTABLISHED 1845

October 12, 1920, Temperature 76.

Barometer 29.78

Rainfall 0.8 inch

Humidity 96

October 12, 1919, Temperature 75.

No. 18,079.

二月十日英一千九百二十二年

HONGKONG, TUESDAY, OCTOBER 12, 1920

日一月九申庚亥年九民中

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BUSINESS NOTICES

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TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

BRITAIN AND AMERICA.

TRADE CO-OPERATION REST IN LONG RUN

U.S. SHIPPING ASPIRATIONS

NEW YORK, October 7.

Sir Auckland Geddes, in a speech at dinner given by the United States Chamber of Commerce to representatives of the British Chambers of Commerce, declared that adequate world trade development by Britain and the United States required both nations to lay their cards on the table. He emphasised the desire of Britain for closer Anglo-American business co-operation. He declared that he most strongly believed that in spite of possible local diminutions in profit that Anglo-American business co-operation would pay both nations best in the long run. If the English-speaking peoples worked together, no half-baked communists or militarist adventurers would long continue to disturb the re-settling of the world.

Mr. Alexander, Secretary of Commerce, who followed Sir Auckland Geddes, said that the United States did not contemplate any attempt to drive out other nations from the shipping business. It simply wanted enough ships to take care of its own expanding business. Rivalries and international competition could not be avoided but they could be harmonised and localised.

TWO RAILWAY ACCIDENTS.

FORTY PEOPLE KILLED NEAR PARIS.

LONDON, October 10.

A *Hans* message states that two railway accidents near Paris resulted in some 40 persons being killed and 100 injured.

NEW SAN SALVADOR RAILWAY.

LOAN NEGOTIATED WITH AMERICAN BANKERS.

NEW YORK, October 9.

San Salvador has negotiated a loan of \$2,000,000 with United States bankers for the construction of a railway from the Atlantic coast to Lake Nicaragua.

FRANCE IN SYRIA.

MUSLIMS CO-OPERATING WITH AUTHORITIES.

LONDON, October 10.

A *Hans* message from Beyrouth, Syria, states that railway traffic is again normal. The Hanran district is now completely pacified. Prominent Moslems are heartily co-operating with the French authorities. The situation in Cilicia is improving steadily.

PANAMA TO JAMAICA.

BLINDING RAINSTORM COMPELS AVIATORS TO RETURN.

PANAMA, October 7.

Owing to a blinding rainstorm, eight of the submarine chasers (mentioned in the earlier cables as patrolling the Caribbean Sea in order to facilitate the attempt of four American naval officers to fly two seaplanes from Panama to Jamaica) have returned, also Lieut. Austin (who was attempting a solo flight from Panama to Washington, via Cuba and Jamaica), after flying 400 miles towards Jamaica.

TOYO KISEN KAISHA.

DIFFICULTIES DENIED.

GENERAL MEETING OF SHAREHOLDERS.

The Toyo Kisen Kaisha declared a dividend of 15 per cent for the last business term, (January to June) at its general meeting of shareholders. This dividend shows a decrease of 5 per cent compared with that for the preceding term. The net profit for the last term amounted to Y1,000,000, compared with Y1,075,000 for the previous term. A sum of Y1,000,000 was brought forward from the preceding term, and Y650,000 was drawn upon the dividend-equalising reserve. These figures, together with the net profit, make a total of Y1,753,532, and of this amount, Y41,000 was set aside for legal reserve, and Y1,592,366 for dividends, while Y120,165 was carried forward. The drawing of Y650,000 on the dividend-equalising reserve was due to the desire of the company not to cause a big reduction in the rate of dividends. The balance of the reserve amounts to Y3,350,000.

At this general meeting of shareholders Mr. Asano, President of the company, reviewed the shipping situation as follows:

"But this spring the shipping situation has become greatly depressed all over the world. Though the Jones Law of America has not yet been carried into effect, it has already not a little affected the shipping market. When it is enforced, the result will be general depression.

"I do not believe, however, that the foreign trade of the country will become more depressed. On

the contrary, it may improve hereafter. I believe that things will become better by 1922, but it is impossible to predict how far things will improve. Perhaps it is wiser not to risk a prediction on this point."

"There is now talk of the amalgamation of shipping companies, and when representatives of four shipping companies met at the official residence of the Minister of Communications on September 26, he referred to the subject in a sympathetic spirit. As a means of meeting after-war competition in shipping, we may be compelled to amalgamate with other companies. In this case we shall be able to cut down our expenses, and there will be a corresponding increase in profits.

"There are some rumours regarding the financial position of this company, but there is no cause for concern. As against the paid-up capital of Y22,000,000 and debentures amounting to Y10,000,000 we have Y20,000,000 worth of property which can be converted into cash at any moment and moreover, the value of ships and other property is about double this amount. Our plan for the construction of a fleet of freighters is steadily nearing completion, and there is absolutely no cause for pessimism regarding the future of the company." — *Japan Advertiser*.

"DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain Balm. In a few days it will get you up and out into the sunshine. Then Nature will restore the red blood to your veins and soon rid the system of this troublesome disease. For sale by all Chemists and Stores."

SUNSHINE AND COMMON SENSE.

THE DOLLAR.

To-day's closing rate 3.10^{1/2}

To-day's opening rate 3.11^{1/2}

EARLIER TELEGRAMS.

(Reader's Service to the China Mail.)

IRISH ORGY OF CRIME.

LONDON, October 9th.

A striking letter by The O'Conor Don indignantly denounces the destruction of barracks and killing of the police. He declares that the people will be no nearer self-government until they kill all the police in Ireland. He says that, although a Sinn Feiner, he will never have anything to do with the Sinn Fein party while such things are sanctioned. He is ready to follow any body of men, regardless of consequences, who will act solely in the cause of true freedom, but at present he says, he is crying in the desert and will be told he is only repudiating himself and his property. It is time moderate Sinn Feiners spoke out, nay, cried out against the present senseless and despicable crimes now being committed throughout the land.

LONDON, October 9th.

Mr. Lloyd George delivered his widely anticipated address on Ireland at Carnarvon today.

The Premier declared that more had been done in the past forty years to redress the evils in Ireland than had been done in any part of the world.

As regards reprisals, he pointed out that 109 policemen had been shot dead in one year.

They endured this for two or three years, but patience had given way. There was no doubt that there had been some severe hitting back. If it was war, as was stated, we could not have a one-sided war.

In war, you don't have men standing up to be shot and never firing back. The murderous gang which now tyrannises Ireland must be broken up and the Government must proceed with a measure of complete self-government in the country.

The Premier protested vehemently against the doctrine that we must give Ireland more than Mr. Gladstone and Mr. Asquith were prepared to give simply because crime had been suppressed.

Mr. Lloyd George continued: "It was all very well to talk about Dominion Home Rule, but Ireland demanded absolutely an independent republic and even that would not satisfy the Irish. Ulster would not have a republic and we do not want to negotiate peace with civil war at our very door. If we give Ireland complete Dominion Home Rule, it will mean that she can have conscription and then we in Britain with an army of 100,000 may be confronted with an Irish army of 500,000, which will mean conscription here. During the war Ireland was engaged in raising huge forces to stave Britain in the back. Had anyone ever proposed such a lunacy as to allow Ireland its own army and navy and the capacity for assisting our enemies to obtain her independence? Dangerous weapons like armies and navies were better under the control of the Imperial Parliament, and the Government would resist any attempt to give Ireland a separate army and navy."

LONDON, October 9th.

A sensational bombing of an army lorry caused a panic in the crowded streets of Cork yesterday. The lorry was carrying stores and was occupied by six soldiers when a number of bombs were thrown at it by civilians. The street was crowded with women going to work and children going to school. One bomb exploded in the centre of the lorry and killed a soldier, dangerously wounding three others. Two bombs exploded in the roadway, causing civilian casualties. The soldiers fired in the direction of their attackers and wounded one person, who was carried off by a waiting motor-car.

Dublin and the whole of South Ireland

is awaiting the news of Mr. MacSwiney's condition of health with extraordinary eagerness.

Threats of widespread outbreaks are being circulated in the event of his death, especially amongst the police, who have been warned to resist.

BRITISH NOTE TO SOVIET.

LONDON, October 9th.

Earl Curzon, referring to M. Tchitcherin's Note of October 8th, declared that while Great Britain strictly adhered to the understandings given, M. Tchitcherin openly violated the principal condition of his admittance in Great Britain. The Soviet has trifled with the question of British prisoners, has sent Russian troops to Persia, has conspired with Turkish Nationalists in Asia Minor, threatens the invasion of Khorasan, has created an anti-British organisation in Tashkent, has attempted to conclude a treaty with the Amir of Afghanistan aiming at the incitement of a tribal rising on the Indian frontier, and has conducted a tornado of anti-British propaganda in Asia, expending great sums of money.

The Note declares that the situation must end if trading negotiations are to be concluded. Further, the Note complains of the murder of a British civil engineer on January 16th without any reason being given.

KING OF GREECE.

LONDON, October 9th.

King Alexander of Greece was bitten, a few days ago, by a pea monkey, and thought nothing about it; but intestinal complications and jaundice have now set in and the King is confined to his bed with temperature at 102 degrees. He has had two attacks of fever.

INTERNATIONAL LAW.

LONDON, October 9th.

A *Hans* message says:

The International Law Institute is to endeavour to unify international law, thus strengthening the bonds between the States which are members of the League of Nations.

The professors will be of various nationalities.

BUSINESS NOTICES

J. T. SHAW

TELE 621

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NEXT DOOR HONGKONG HOTEL

WE NOW HAVE LARGE SUPPLIES OF
BEETLE VIRUS.
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AND THE

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15 Minutes from Landing Stage
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ALL ELECTRIC TEAMS Pass Entrance, Electric Lifts, Fans and Lighting
A European Baths and Sanitary Fittings, Hot and Cold Water System
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J. WITCHELL, Manager.

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For it is human resourcefulness, ingenuity and experience that have perfected and successfully operated methods and machines.

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ELECTRICAL APPARATUS FOR EVERY PURPOSE

SCIENCE LIFTING THE VEIL

PSYCHICAL RESEARCH

FACTS ON SPIRITUALISM, DREAMS AND TELEPATHY.

For the first time in its eighty-eight years of existence the British Association has tackled the problem of psychical research.

Members listened on August 24 to some interesting points raised by Dr. E. Pridgeaux in a paper described as "A Psychologist's attitude towards telepathy." It was not yet realised, said the lecturer, that most of the phenomena which in the past had been investigated by the Society of Psychical Research could be explained in the light of modern psychological knowledge. Of the various phenomena, none had more attention devoted to it than telepathy. The conflict of opinion today on the matter justified them in maintaining an attitude of scepticism. The impartiality that every scientific research demanded was not obtainable in psychological research, which was interwoven with superstition, religious beliefs, and a desire for survival after death.

THE SPILK SALT SUPERSTITION.

Psychology had shown us that the influences of our early childhood were of paramount importance in determining our conduct in later life, and it was only with difficulty we adapted ourselves to the views laid down by science, intellect, and reason. "How many of us," exclaimed Dr. Pridgeaux, "can confess to a secret desire to throw salt over the shoulder or to avoid walking under a ladder or sitting down with thirteen at table?"

The mystification that arose from many cases of telepathy could be scientifically explained. A similar kind of process took place in the consulting room. Doctors observed for the most part unwittingly the way a person shook hands, his general expression and demeanour, and his answers to certain questions.

They might, as a result, be told to tell the patient as much about his symptoms as he knew himself, simply by means of subconscious observation. If they were mediums the patient would go away quite satisfied that they were able to read his thoughts, or possessed some supernatural power. As to spontaneous telepathy and clairvoyance, there must be strict psychological investigation before the facts could be regarded as of any value.

Dr. Pridgeaux told a remarkable story of one of his shell-shock patients, a man of 35 who, normal in every other respect, was disturbed by seeing the ghost of his younger brother, who had been killed months before, walking about with his head under his arm.

HOW A GHOST WAS LAID.

Nothing could convince the man it was not a reality. Well, they knew that such hallucinations did not appear in this bizarre fashion, but that there was some definite cause

for them. Under hypnosis, the doctor said, he found the hallucination was caused by a letter written to the man by his mother two and a half years before, after she had had a vivid dream. He interviewed the mother, who was of a very nervous disposition. She told him that she had seen an apparition; there had been a Zeppelin raid that night, a bomb had dropped not far from her house and the door was burst open. She went downstairs in the dark, saw the door open, and her youngest son standing with his head under his arm. Just before this she had received a letter from him to say he was due to go into some heavy fighting.

HALUCINATION CURED.

She told her other son of the occurrence. Now if by chance her youngest son had been killed in France that night, said Dr. Pridgeaux this would have been regarded as evidence for telepathy and clairvoyance. He was killed, but not until two years later. When all this was explained to the patient he saw no more of the ghost.

Association of ideas enabled us to understand many cases of telepathic hallucinations and phenomena which at first sight presented some difficulty, especially in imaginative persons.

The same criticism might be applied to dreams. We know now that dreams were definitely determined by past experience, and could be explained accordingly.

In a criticism of Sir Oliver Lodge the speaker said the evidence in Raymond needed only a common-sense explanation. It was not necessary in any of these cases to bring forward any suggestion of fraud.

"I believe," said the speaker, "that most of these better class mediums are honest. They are often as astonished at their revelations as those who hear them." Automatic writing was simply the expression of the automaton's subconscious mind, and could only be explained by exploring the mind. Table-rapping was only a single form of automatic writing. The movements of the table were due to unconscious muscular pressure on the part of the sitters, who were the authors of the messages spelt out.

Although we must always be on the lookout for fraud in psychical research, the old cry that all these phenomena were due to fraud and were not worthy of investigation was ridiculous, said the lecturer finally. We could no longer attribute to the supernatural our ignorance of the natural, and were now emerging from our primitive state of credulity.

A LITTLE SALT SUPERSTITION.

Recently we must always be on the lookout for fraud in psychical research, the old cry that all these phenomena were due to fraud and were not worthy of investigation was ridiculous, said the lecturer finally. We could no longer attribute to the supernatural our ignorance of the natural, and were now emerging from our primitive state of credulity.

WHEN BABY IS CROSS AND SLEEPLESS.

When baby is cross and sleepless there is something wrong and the little one is taking the only means he has of telling it. Under such circumstances the temptation to administer a sleeping draught or opiate of some kind, is often great. *Don't do it unless expressly ordered by a competent doctor who has seen the child.* Instead give him Baby's Own Tablets which are guaranteed to contain no opiates; they send the child to sleep simply because they remove the causes of his sleeplessness and make him feel good and comfortable.

"My baby was not feeling well and was cross and troublesome." I gave her several doses of Baby's Own Tablets and they did her so much good that I would not be without them in my medicine chest. *Don't do it unless expressly ordered by a competent doctor who has seen the child.* Instead give him Baby's Own Tablets which are guaranteed to contain no opiates; they send the child to sleep simply because they remove the causes of his sleeplessness and make him feel good and comfortable.

Baby's Own Tablets are a remedy for simple fever, indigestion, constipation, cold, diarrhoea. They make teething easy and destroy worms. Of chemists or post free. 6 cents the vial, from Dr. Williams' Medicine Co. 96 Szechuan Road, Shanghai.

CHILDREN'S COLDS.

WHY let the children rack their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy! For sale by all Chemists and Stockkeepers.

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THE Undersigned have received instructions to sell by Public Auction, (for account of the concession),

on WEDNESDAY, October 13, 1920, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

WHITE GOODS, &c., &c., Comprising:-

Pillow Cases, Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Drawnwork Bedsprads, Table Covers, Crochet and Drawnwork Doilies, Table Cloths, Linen Damask Serviettes.

Also
A few lots of Kit Bags, Suit Cases, and Attache Cases, etc.

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TEAKWOOD and BLACKWOOD FURNITURE, BRASS, TEAKWOOD TWIN BEDSTEADS and BRASS-MOUNTED BEDSTEADS, CARPETS, &c., &c., comprising:-

Ornatefield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Wash-stands, &c., (fitted Teakwood), Side-boards, Dinner Wagons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electro Reading Lamps and Fans, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, Carpets, new and second-hand.

Also
Three American Ice Chests, 1 Piano in good condition and several lots Tennis Rackets, &c.

Terms—Cash
HUGHES & HOUGH,
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Hongkong, October 6, 1920.

THE Undersigned have received instructions from The CUSTODIAN or EXECUTIVE PROPERTY to sell by Public Auction, on

SATURDAY, October 16, 1920, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

Miscellaneous Goods, including:-

Teagraph Instrument, Knitting Machines, Number small Iron Gates, Trunks, Slinglets, & Sample Piece Goods, &c., &c.

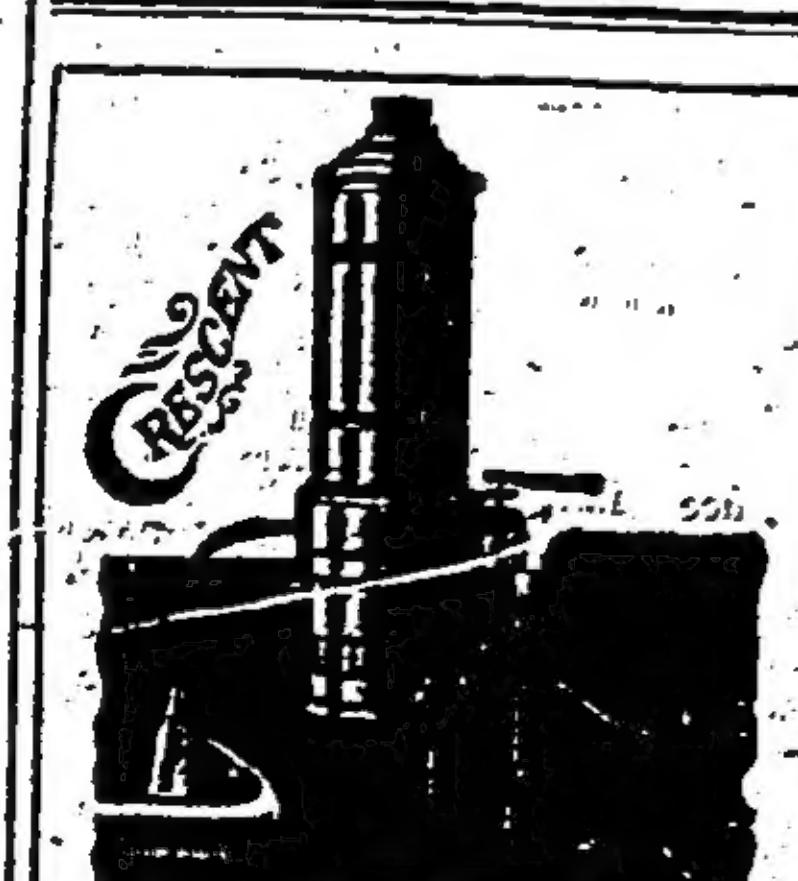
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The Motor Yacht "IRENE", Built 1918. Had very little usage. Hull... Teakwood. Length, water line 23' 9" over all 35ft. Beam... 7 ft. Draft... 3 ft.

Motor "Scripps" Heavy Duty 14 H. P. Complete with lavatory, refrigerator, suit of sails and all accessories. Price and full particulars may be had from the undersigned.

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Hongkong, October 6, 1920.



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Established 1890.

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THE Undersigned have received instructions to sell by Public Auction, on

MONDAY, the 13th October, 1920, at 10.30 a.m. within the Chamber, at Naval Depot, Kowloon.

H.M.S. "SANDPIPER,"
Length between perpendicularly 100 ft.
Breadth, extreme... 20 ft.
Depth in hold (side of Upper Deck) 5 ft. 3 in
(plank on ship's side)

Tonnage according to British Rules... not measured

Nominal Displacement... 85 tons
At mean draft of... 2 ft.

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Built... When... 1908
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Decks, names of:-
Main, Hold and Battery Decks

Armour... Nil.

As the note lies:

A detailed list of fittings to be sold with the Ship may be seen at the Offices of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

The Vessel will be open to inspection from the 13th Sept. to the day of sale inclusive, between the hours of 10 a.m. and 4 p.m. Inspecting orders can be obtained with full Particulars and Conditions of Sale on application to the Auctioneers.

On presenting this order to the Pier Master in the Dockyard the person named thereon will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty,
Hongkong, September 14, 1920.

G. R.
THE Undersigned have received instructions to sell by Public Auction, on

TUESDAY, the 14th December, 1920, at 11 a.m. within the Chamber, at Naval Depot, Kowloon.

H.M. TUG "ST. SAMSON,"
Length between perpendicularly... 135 ft. 0 in.

Breadth, extreme... 30 ft. 9 in.

Depth (under side of fin) 16 ft. 7 in.

Bul. Keel to Upper Deck

Tonnage according to

British Rules, Gross... 451 ft. 01 Tons

Nominal Displacement... 550

At mean draft of... 13 ft. 10 in.

Present mean draft... 10 ft. 9 in.

Where... Hongkong

Built... September, 1919

Hongkong & Whampoa Dock Co., Ltd.

Materials of Construction:-
Wood... Fittings in Cabins, &c.

Iron... General Fittings on Deck, &c.

Steel... Hull, Bulkheads, &c.

Decks... Forecastle, Upper and Lower.

A single screw steel steamer of I.H.P.

1200 H.P. with internal electric lighting at 100 Volts.

Built under Lloyds survey, 100 A.I. for towing purposes.

Port of Registry, Hongkong.

To be sold as she now lies at H. M. Dockyard, Hongkong. A detailed list of fittings to be sold with the Ship may be seen at the Offices of the Naval Store Officer, H. M. Dockyard Hongkong, and structural and other particulars can be obtained from the Chief Engineer, H. M. Dockyard, Hongkong.

The Vessel is now on view between the hours of 10.00 a.m. and 4.00 p.m. Inspecting orders can be obtained on application to the undersigned.

On presenting inspecting order to the Pier Master in the Dockyard the person named thereon will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty,
Hongkong, Oct. 6, 1920.

FOR SALE.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

The Motor Yacht "IRENE", Built 1918. Had very little usage.

Hull... Teakwood. Length, water line 23' 9" over all 35ft.

Beam... 7 ft.

Draft... 3 ft.

Motor "Scripps" Heavy Duty 14 H. P. Complete with lavatory, refrigerator, suit of sails and all accessories.

Price and full particulars may be had from the undersigned.

Terms—Cash

HUGHES & HOUGH,
Auctioneers.
Hongkong, October 6, 1920.

WANT ADVERTISEMENTS

25 WORDS & INSERTIONS, 41. PREPAID.

Each additional word 4 Cents for 3 insertions.

FOR SALE.

FOR SALE—TWO LANCASHIRE BOILERS length 28 feet diameter 8 feet, diameter of furnaces (per) 3 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs. Lindsay, Barnet & Co., Govan, Glasgow.

In good order and condition. Complete set of fittings with each boiler. Apply BURFIELD & SWINE HOUNKOK.

TO LET.

TO LET—From NOVEMBER 1st new three-roomed EUROPEAN FLATS in Kowloon, facing Coronation Road (Nathan Road Extension), fifteen minutes byrickshaw from Hongkong Ferry, and five minutes walk from Yaumatei Ferry. This property can be let as eleven self-contained houses each with nine living rooms and adequate kitchens, baths and servants' rooms, or as separate three roomed flats. The rooms are large and cool facing east with an open prospect. Very moderate rental. Apply J. G. CLARK, Architect & Surveyor, 14, Queen's Road Central.

N.B.—Official information has been received that a Government related Motor Bus Service will shortly be inaugurated in this district. This service will run to a fixed time table, and will provide speedy and comfortable access from the Ferry to these flats.

**THE P. AND O. LINER
"NALDERA."**

With the exception of the "Narkunda," the "Naldera," which was built by Messrs. Caird and Co. Limited, of Greenock, for the passenger and mail service to India and Australia of the Peninsular and Oriental Steam Navigation Company, is the largest unit in the fleet of that company, and it is in any case the largest ship so far constructed on the lower reaches of the Clyde. The order for the "Naldera" was placed early in 1914, and the keel was laid at that time, but before the construction had proceeded very far it was suspended on account of the war. Two years elapsed before the work was recommenced so that the launch did not take place until the end of December, 1917. The vessel was first completed as a cargo carrier in 1918, and afterwards fitted out as a troopship and armed cruiser, but was never used for either of these services, and finally, after the conclusion of the Armistice, the ship was restored to the Peninsular and Oriental Steam Navigation Company for completion along the lines originally intended.

The overall length of the "Naldera" is 605 ft., while the length between perpendicularly is 581 ft. The moulded breadth is 67 ft., the moulded depth to the upper deck 40 ft. 9 in.

and the height from the keel to the navigating bridge, 77 ft. The vessel

has a gross tonnage of 15,825 and draws 23 ft. 6 in. of water when fully loaded. Accommodation is provided for 426 first-class passengers and 247 second-class passengers, while the officers and crew together number 462. General cargo is also carried in holds having a total capacity of 233,320 cub. ft., and insulated holds having a volume of 103,360 cub. ft. are also provided for conveying perishable goods in cold storage. The bunker capacity of the ship is 2,940 tons. Engineering.

The vessel is 605 ft. long, the length between perpendicularly is 581 ft. The moulded breadth is 67 ft., the moulded depth to the upper deck 40 ft. 9 in.

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WATSON'S
DRY GINGER-ALE

FRAGRANT, AROMATIC, DRY.

"Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen.
Splits 80 Cts. "

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS
TEL. 436.

Powell Ltd.
TELEPHONE 346

NEAT AND ATTRACTIVE
FOOTWEAR.
THESE TWO PLEASING QUALITIES
ARE ALWAYS TO BE FOUND IN THE
WICHERT
MODELS.
A SHOE FOR EVERY
OCCASION.

BIRTHS.

DONNELLY.—Aug. 21, at Bognor, wife of Ivan A. Donnelly, Shanghai, daughter.

YDDELTON.—Aug. 25, at Woodhall Spa, Lincolnshire, wife of H. Myddleton, North Borneo Service, daughter.

MARRIAGE.

ANGLEY—HERF.—Aug. 18, at New Eltham, Herbert Langley of Shanghai, to Ada Pickles, only daughter of Mrs. L. Herf, of New Eltham.

The "China Mail".

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, TUESDAY, OCT. 12, 1920.

A FEW WORDS IN DEFENCE
OF OUR LANDLORDS.

The point has been made lately that the Hongkong government does already exercise a certain measure of rent control. The argument was that the principle of taxation on assessments based on rentals did, because every time the rents go up, the assessment follows, and that consequently the sliding tax tends to keep rents down. This was distinctly ingenious, and the author of it may be complimented, without prejudice to the regrettable incident that the actual facts make his theorem hold about as much water as a well-behaved sieve does. If Hongkong taxation were to be as high comparatively as Hongkong rents are, it is conceivable that Hongkong landlords would be dropping confidential hints to the *China Mail* to get the master seen to. But they are not. This is a Crown Colony, where property has an amplitude of official friends; the assessments are never unjust to the owner, nor has the taxation increased with any marked or displeasing frequency. With the temporary exception of war time, it has stuck for a long time on what bowling men call "the Jew's number." Nor can it reasonably be maintained that thirteen per cent. is high. Our case does not rest here, however. If the Government were in receipt of thirteen per cent. of Hongkong's actual rentals, it could afford to view without perturbation the prospect of losing the revenue from opium. If the assessments were done without the handicap of an eminently affecting

our landlords, the Colours' income would assume more comely proportions. The tenants pay. That is true enough. They would most certainly be courteously invited by the landlords to contribute any further impost, but it would be stupid to set that down as a grievance. The landlords are not common oppressors. It has to be remembered that they regard themselves as honorary tax collectors, working for the Government. It saves the tenants all the bother. Moreover, our landlords do unto the tenants what our government does unto them. The tender mercy and loving kindness which the assessors show toward them, they manifest in their turn toward the tenants. When regrettable but uncontrollable circumstances make it necessary that they should receive for certain premises a certain sum, say \$175 per month, they tell the tenant "so. But let us, they also add, call it \$100. We will charge you \$50 for the use of the front doorstop, and \$25 for the use of the lightning conductor. Thus the actual rent will be only \$100, and we will pay tax on that. This benefits us as well as us, because if we were taxed on the \$175 we should have to charge you more. And we should hate to do it. If we could afford it we'd let you have the place for nothing. There have been times when we almost succumbed to the temptation to do so, but patriotism intervened. Had we yielded to that impulse, the government would have lost by it.

The *China Mail* does not submit the foregoing as a verbatim report of an actual conversation, nor does it vouch for the figures. You may take it, as it were, allegorically, as the similitude of a Might-have-been, parva compone magnis, a dream, even, of something that may be. Taken thus discreetly, and after, we trust, a good meal, it can do you no harm.

TYPHOON WARNINGS.

The telegrams quoted below were received by the American Consulate General from the Manila Observatory to-day:

9.30 a.m.

Cyclone or typhoon E. of Luzon less than 300 miles distant moving N.N.W.

Typhoon in about 127 Long. East 13 Lat. North moving N.W. 1 p.m.

Long. 126 Lat. 16 recurring Northward.

LOCAL AND GENERAL.

A meeting of the Sanitary Board has been called for 4.15 p.m. to-day.

Mr. F. E. Harmer has been appointed a Police Magistrate and Coroner for Singapore.

Yesterday one fatal case of enteric fever, Chinese and one case of diphtheria, Portuguese, were reported.

F.M.S. men who have just returned from home leave are said to be asthast at the rise in the cost of living that has come about in Malaya during their absence.

China is making a big bid for domination in her part of the Pacific—so big that when she has her new fleet in being she will be the most powerful State afloat amongst the South American republics.

Straits papers record the death at the early age of twenty-five of Mr. H. Vickers, one of Messrs. Sime Darby's staff, who died at the General Hospital after a short illness. Mr. Vickers, had not been very long resident in the Colony and had more than once not been in the best of health.

In January next the command of the 1st Battalion of the South Staffords at Singapore will fall vacant as in that month Lieutenant-Colonel L. B. Boyd-Moss, C.M.G., D.S.O., will complete four years at the head of the battalion. The next senior officer is Major S. C. Welshman, O.B.E., presently employed at the War office.

The United States mail for the Orient is to be carried across the Pacific Ocean by the C.P.O.S. Express steamers, according to arrangements just concluded. A probable feature of the arrangement is the transportation of the American mail by aeroplane from Seattle to the port of Vancouver, thus making a saving of nearly a day on the trip.

Gunner J. C. Dewar, D.S.C., who has been appointed to the light cruiser "Carlist", China Squadron, won the Distinguished Service Cross and a mention in despatches during the late war, when he served with the light cruiser "Royalist", etc. He was latterly torpedo gunner of the cruiser "Delhi".

Mr. H. R. Pousette Inspector of Canadian Trade Commissioner Offices, who is touring the Far East, Burma and India to arrange Canadian trade connections in machinery, hardware and provisions, states that Canadian expansion will not be held up by the shortage of tonnage and unduly high freights, as the Canadian Government are going to place their own steamers in that trade.

Mr. Justice Barrett Lennard, before proceeding with a case at the Supreme Court, Singapore, stated that it had been brought to his notice that persons were in the habit of smoking in Court during the Judge's absence. The Court was not the place in which to smoke. His Lordship also mentioned that people entered the Court, while it was sitting, wearing their hats. This certainly could not be tolerated.

The Admiralty has decided that the "Terrible" shall cease to bear that name, and becomes one of number of hulls devoted to the training of mechanics. The "Terrible" is only twenty-five years old, and there is a suggestion of callousness in bereaving a famous ship of her name. The "Terrible" was one of the famous names of twenty years ago. Her association with the wars in South Africa and China, still more with one of the most famous of Navy officers—Sir Percy Scott—made her famous.

After an exhaustive examination of the suggestions submitted to it by various bodies regarding the monetization position in Indo-China, with a view to coping with the fluctuations in the value of the dollar, the Commission appointed in June last has unanimously proposed the creation of a gold piastre (dollar), the coinage of which would be free, together with the maintenance at the same time of a silver dollar, the coinage of which would be reserved to the Government. The Commission considers that the new gold piastre should have a value equal at least to that of the existing dollar, and it estimates this value could be fixed at 32 or 4 gold francs.

A new terror to junior officers and helmsmen has just been invented in America. It is fitted to the ordinary bridge compass and is a comparatively simple electrical appliance. It is set according to the humour of the captain to come into operation at any point from 5 to 25 degrees either side of the course set. If the steersman permits the lubber's line to stray beyond the set limits a loud and insistent bell is immediately rung in the captain's cabin. Certainly it will lessen the chances of wasting power and time by bad steering, but the captain who turns in after 24 hours on the bridge and is rudely awakened ten minutes afterwards by the helmsman letting her fall off a point is likely to make things uncomfortable all round.

CRICKET.

YESTERDAY'S INTERPORT TRIAL.

AN INTERESTING MATCH.

An all-day trial-cricket match for the purpose of selecting a team to represent Hongkong in the forthcoming interport matches, was played on the Hongkong Cricket Club ground yesterday between teams captained by Mr. Hancock and Mr. Turner. Unusual interest was centred in the match because Mr. Hancock's team was considered to be the most probable and the strongest combination Hongkong could put on the field against the visitors from Shanghai and Singapore. Mr. Turner's team was as strong as possible, and included several veterans who have proved on many previous occasions that they are still capable of playing a good game.

Although rather soft, the playing pitch was in good condition, and some good cricket was witnessed.

Mr. Hancock's team batted first with T. E. Pearce and Capt. Oliver facing the bowlers. Oliver was soon caught by Farthing in attempting a big off "half" ball from Hammond, and Pearce was joined by Sayer, who although opening none too well soon settled down, and brought off some very pretty strokes. He stayed on until 45 runs were registered when he had the misfortune to run himself out after contributing half the total number of runs on the board. Wood was bowled by de Rome for a single, and then followed Hancock who with his customary aggressiveness looked like staying long, but much to the disappointment of all, was caught by Hammond off Harris after scoring seven. Pearce played very careful, and steady cricket, but was unable to get anyone to partner him long. Capt. Davies and R. L. D. Wodehouse both reached double figures before they were dismissed. The other batsmen who followed did very little.

Wood was very good in the bowling department sending down some really hot stuff, but met with no success.

He bowled five maidens in eight overs. Harris had three wickets for 24, and Graham two for 20. Blaker was the successful fieldman. The way he dismissed Wodehouse with a right hand catch at mid-on was very popular with the spectators.

After the tiffy hour, Turner's innings was opened. The wicket had improved by this time, and some very good battoning on the part of the first half a dozen batsmen was witnessed. They did not have much difficulty in surpassing their opponents' total, and when the score reached 152 for twelve wickets, the innings was declared closed. Braga, Turner, de Rome, Bagnull and Gray all did well and managed to get into the twenties before they retired.

Of Hancock's bowlers, Reed had the best analysis, five wickets costing him less than six runs each. Major Edwards bowled 14 overs, and had only 29 runs knocked off him.

Hancock's team had about an hour's batting before stumps were drawn, and by that time had knocked 103 runs for the loss of five wickets. Edwards, Davies, Oliver and Wood were the chief contributors.

The scores were:

MR. HANCOCK'S TEAM.

T. E. Pearce, not out.....

Capt. Oliver, c Farthing b Hammond.....

G. B. Sayer, run out.....

A. E. Wood, b de Rome.....

R. Hancock, c Hammond b Harris.....

Capt. Davies, l.b.w. Stalker.....

Major Edwards, c Stalker b Harris.....

J. B. Franks, b Harris.....

R. L. D. Wodehouse, c Blaker b Graham.....

Lt. Col. Bowen, c Blaker b Graham.....

E. B. Reed, run out.....

Extras.....

Total (for 12 wkt.) 152

Bowling analysis:

O. M. R. W.

Farthing..... 74 1 25 0

Hammond..... 6 1 20 1

R. E. O. Bird..... 8 5 24 5

de Rome..... 8 1 16 1

Harris..... 6 0 24 3

Stalker..... 3 1 6 1

Graham..... 4 0 20 2

2ND. INNINGS.

A. E. Wood, b Squirls.....

R. L. D. Wodehouse, b Hammond.....

Major Edwards, b Squirls.....

Capt. Oliver, b Squirls.....

Capt. Davies, b de Rome.....

J. B. Franks, b Harris.....

Lt. Col. Bowen, not out.....

Extras.....

Total (for 6 wkt.) 103

Bowling analysis:

O. M. R. W.

Farthing..... 4 1 18 0

Hammond..... 4 1 17 1

Stalker..... 4 0 16 0

Capt. Squirls..... 5 0 34 3

de Rome..... 3 0 15 1

Harris..... 0 5 0 1

MR. TURNER'S TEAM.

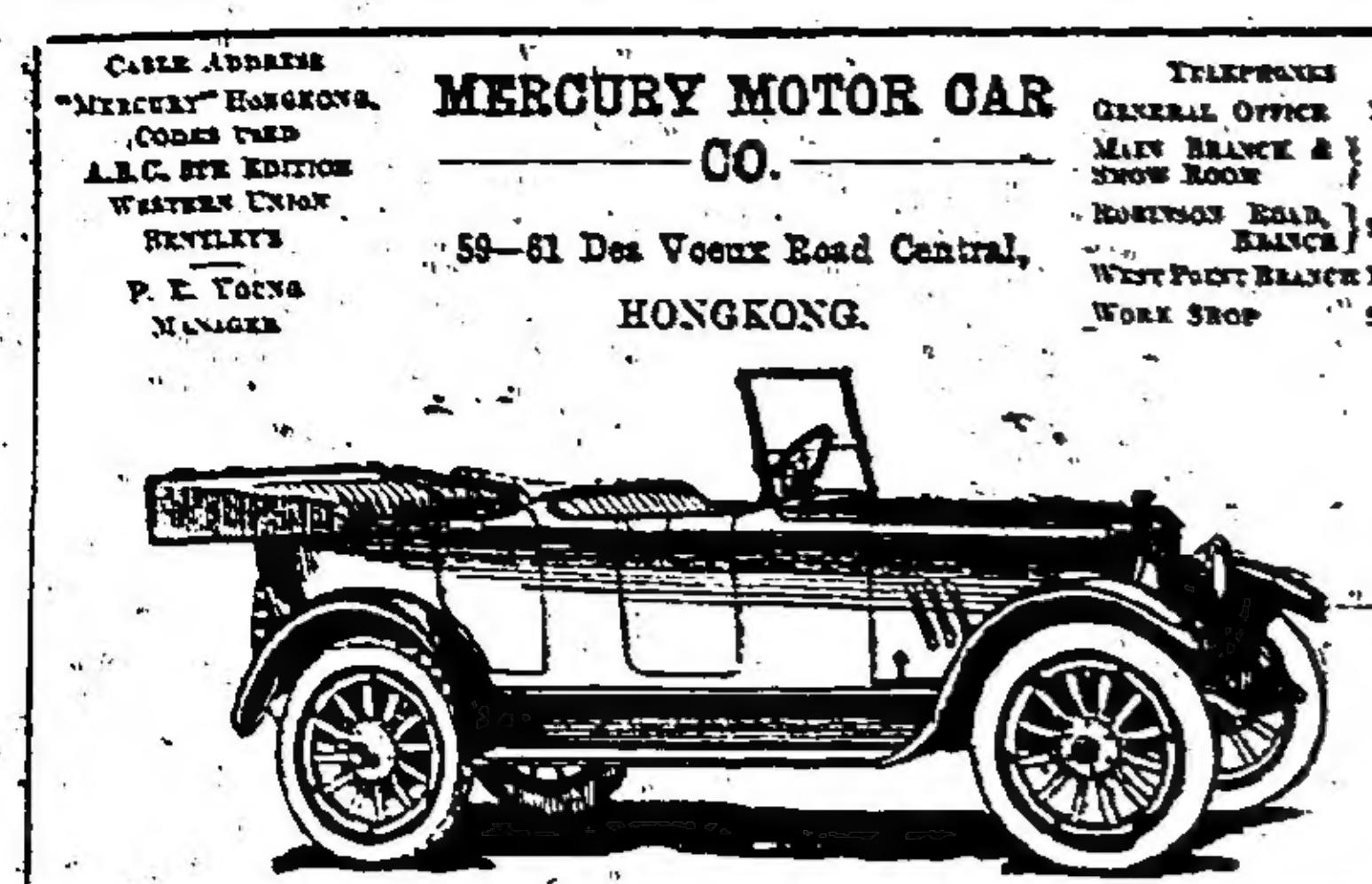
W. E. D. Turner, run out.....

C. Blaker, c Pearce, b Edwards.....

F. J. de Rome, b Davies.....

Major Edwards, c Franks, b

Franks, b Edwards.....



EMPEROR OF CANADA.

WORLD CRUISE CANCELLED.

SAILING FOR HONGKONG DIRECT IN JUNE.

For the maiden trip of the C. P. O. S. Co.'s new Pacific liner the "Empress of Canada" it was at first proposed to operate an Around the World cruise, but the Hongkong General Passenger Agent was this morning in receipt of a telegram from the Management in Montreal stating that the cruise has been cancelled and that the "Empress of Canada" is expected to sail for Hongkong direct, leaving England in June.

It is not so stated but it is hoped that this will result in the release of a number of berths for homeward passage via Vancouver. The local General Passenger Agent has telegraphed Montreal for further information on the subject.

PIER TOUTS.

DISORDERLY RUNNERS.

TROUBLE AT BLAKE PIER.

At the Magistracy this morning, a Chinese was charged before Magistrate Dyer Bell with disorderly behaviour by "outing for passengers at Blake Pier."

He pleaded "not guilty."

Inspector Blackman, who prosecuted, said that there were many boats plying for hire near the pier and keen competition existed among the runners of the various motor boat companies to secure passengers for their boats. "So keen was this at times, that the runners often became offensive to prospective passengers. All constables on duty at the pier had been instructed to watch for disorderly behaviour, and arrest the offenders. Last night, the defendant, who was not employed by any of the motor boat companies, but received commission from the runner of the Republic Motor Boat Company for every passenger he secured, was seen by the constable to accost a European, to thrust a card in his hand, and drag him to one of the Republic boats.

The police, said the Inspector, had received many complaints lately and he would like to make an example of the defendant.

The Magistrate imposed a fine of \$5.

REPORTED TO THE POLICE.

LOCAL MISHAPS.

KILLED BY RAILWAY ENGINE.

Jumped Into The Sea.—A Chinese woman, aged 42 years, was yesterday removed to the Government Civil Hospital suffering from the effects of an immersion in the harbour. The woman was alleged to have jumped into the sea from Praya Eust after a quarrel with her daughter-in-law. Her condition is not serious.

A Severe Fall.—The police yesterday found a Chinese woman, aged about 34 years, lying unconscious in St. Stephen's Lane. An examination revealed that she was badly injured about the body. From enquiries made in the vicinity, it was learned that the woman had fallen from the hillside. She was immediately removed to the Government Civil Hospital where she received medical attention. Her condition is not serious.

Killed Instantaneously.—The dead body of a 12-year-old Chinese boy was yesterday removed to the Kowloon mortuary. He was accidentally knocked down by a small train at Cheungshawan and killed instantaneously. The engine was towing twelve wagons, laden with earth, at the time, and was proceeding to the new reclamation pitch near the spot where the accident occurred.

Alleged Robbers' Den.—The five alleged armed robbers who were arrested by Inspector Willis on the first floor of No. 21, First Street, West Point, on Saturday, in the possession of a revolver and three daggers, gags and ropes, were this morning formally charged before Magistrate Orme and remanded for a week.

HOMES OF THE FAMOUS.

HOW LONDON USES THEM.

MEMORIAL OBELISK AS POSTER - HOARDING.

In 1862—as the stone records—the tomb of John Bunyan in Bunhill Fields, was restored by public subscription under the presidency of the Earl of Shaftesbury. There is need of a new Shaftesbury in the field, for the recumbent effigy of the notorious enthusiast—as the shocked and outraged churchmen of the seventeenth century called him—is defaced, in the most literal sense of the word. The features have been more than obliterated. In place of eyes, nose, and mouth there is a gaping, yellow wound in the smoke-blackened stone. It is fortunate that the inscription is well preserved, otherwise, the memorial would be unrecognizable.

An American visitor who spent some little time in seeking out the more famous tombs in the old Nonconformist cemetery said that he judged Bunyan's own people would have set more store on the writer of "Pilgrim's Progress" than to let his effigy fall into decay. He disturbed a choir of London sparrows which had settled upon the mutilated figure. "But isn't William Blake buried here, too?" he asked.

"It is believed so," replied the cautious Londoner, "but the exact spot is as hopelessly undecoratable now as the place where the bones of Moses himself lie."

SOME FAMOUS REMAINS.

It is refreshing contrast to find that the tombs of other celebrities who rest in Bunhill Fields are in an excellent state of repair. They lack effigies, recumbent or upright but the lettering of the names has been kept clear and distinct. Hence, one can identify the redoubtable Isaac Watts, who has "creeped from his bee-like busyness and lies as still as his own sluggard; the old Roundhead General Fleetwood, who was Cromwell's son-in-law; and Susannah Wesley. A tomb which keeps the ashes of several of the Protector's descendants has been carefully tended, and was repaired a few years ago by the City Corporation.

The American visitor was disappointed that there is so little of the storied urns and animated busts in Bunhill Fields. The winged cherubs of the more pompous styles of graveyard architecture have not fared well. Neither the tearful angles nor the stone cornucopias were in keeping with the simple faith of these early Nonconformists. But he was puzzled to account for the fewness of epitaphs. The only inscription that was at all out of the common had a medical rather than a poetical interest. It read:

Here lies Dame Mary Page, relict of Sir Gregory Page, Bart. She departed this life March 11, 1728, in the 56th year of her age. In 57 months she was Tapp'd 66 times. Had taken away 240 gallons of water without ever repining at her case, or ever fearing the operation.

JOHN WILKES' MEMORIAL.

The case of Bunyan's effigy is not the only one which is expressive of age grown forgetful of the great men of the past. In Ludgate-circus there is an obelisk which the people who scurry across the traffic-choked thoroughfare scarcely notice at all. It is a seedy and shabby obelisk. It has all the stains, with none of the dignity, of age, and its top is blunted, so that it has become a broken and useless needle.

The Ministry of Munitions Auction Sales are announced on the posters that plaster its base. "To such base uses—" Yet this obelisk was raised as a memorial to a man whom Londoners less than a century and a half ago idolised as the champion of popular liberty. The Middlesex Election is still drawn upon by political orators, but a grateful citizen's memorial to John Wilkes is hidden under a display of sales bills.

The obelisk to the worthy Robert Waltham (died 1833), another Lord Mayor of London, which also stands in Ludgate-circus, is similarly employed as a poster-display stand.

HELP WESTMINSTER ABBEY.

The s.s. "Siberia Maru," Captain Nagano, sailed for San Francisco via Shanghai at noon to-day with 1,900 tons of general cargo.

CLEARANCES.

WHY let the children rack their little bodies in such a distressing manner when you can so easily cure the colds with a bottle of Chamberlain's Cough Remedy? For sale by all Chemists and Storeskeepers.

CHILDREN'S COLDS.

LAWN BOWLS.

SINGLES CHAMPIONSHIP FINAL.

MCLACHLAN THE WINNER.

The final of the open Bowls Singles Championship of the Colony was played on the Police Green yesterday afternoon before a fairly large gathering of interested spectators, the contestants being McLachlan (Taikoo), and Muir (Kowloon). Muir created a sensation by making nine points in the first four heads of the game, scoring two singles, a four and a three. McLachlan not getting the run of the green although this rink was in good condition.

At the 5th head McLachlan opened his score with a brace and keeping long heads with the jack, scored on eight consecutive ends bringing the scores at the 12th end to 12-9 in his favour. The 13th and 14th heads went to Muir, with a single and three. McLachlan scored a single at the 15th end making the score 13-11. Muir at this point raised the hopes of his supporters by adding a single and a couple at the 16th and 17th ends respectively, but failed to keep his lead. McLachlan at this point took the game in hand and laying some well played shots ran to 21 on the next four ends. The final scores being McLachlan 21; Muir 16.

McLachlan showed the better form of the two, keeping a better length than his opponent, who after the 17th head, when his chances of winning were good, lost many opportunities by being narrow and short.

Messrs. Geo. Gerrard and Inspector Kerr capably carried out the duties of Umpires and scorers.

McLachlan was heartily applauded and congratulated on his win. This is the first occasion that a Taikoo Club player has won the open Championship, previous winners being W. Bell (Police), D. Gourlay (Police), G. Haxton (Kowloon), W. Russell (Kowloon) and E. R. Edwards (Kowloon). During the war there was no competition.

The prizes will be presented on Saturday next at the close of the game Kowloon versus the Rest. The 3rd and 4th prizes go to J. Grant and A. R. Clarke, both of the Police Club.

HARBOUR ACCIDENT.

LAUNCH SINKS JUNK.

MISSAP AT KOWLOON WHARF.

The master of cargo boat No. 425 reports to the police that about 12 p.m. yesterday, while his vessel was lying alongside the "Manila Maru" at No. 3 Kowloon Wharf, the steam launch "Tayshyee" going full speed ahead, crashed into his junk, making a hole which caused the boat to sink in a very short space of time. Everyone on board was saved before the junk went down; but some furniture and 35 cases of apples were lost. The value of the lost cargo is not yet known.

CANTON RAILWAY.

RUOMURE DENIED.

THROUGH COMMUNICATION TO-DAY.

A report was current to-day that a train was derailed on the Kowloon-Canton railway at Hongkong this morning, but inquiry at the railway offices in Kowloon this afternoon elicited a denial of the rumour.

It is understood that the trains leaving Kowloon to-day were expected to go right through to Canton, the damage done to the line the day before yesterday having been repaired.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Amherst," Capt. Thos. Jones, 241 tons, arrived this morning at 7.45 a.m. from Shantou with 290 tons of sandalwood.

The s.s. "Taishin Maru," Capt. T. Torn, 1,006 tons, arrived this morning at 8 a.m. from Chin Wan Tao.

DEPARTURES.

The s.s. "Chihua," Captain Harding, sailed for Bangkok via Swatow at 10 a.m. today with 200 tons of general cargo.

CLEARANCES.

The s.s. "Siberia Maru," Captain Nagano, sailed for San Francisco via Shanghai at noon to-day with 1,900 tons of general cargo.

CLEARANCES.

The s.s. "Lokhang," Capt. cleared to-day and will sail for Haliphong via Hainan at 9 a.m. to-morrow.

The s.s. "Dardene," Dutch, cleared to-day and will sail for Shanghai at 7 a.m. to-morrow.

ATTEMPTED SUICIDE.

A GALLANT RESCUE.

MAGISTRATE COMPLIMENTS YOUNG TAIRKO APPRENTICE.

A young Chinese woman was this morning charged before Magistrate Dyer Bell with attempting to commit suicide by jumping into the harbour.

She admitted the offence and said that she was now sorry for her act.

Inspector Blackman, who prosecuted, said that last night the defendant, who was the second wife of a police official in Canton, wished to go to that city in order to take part in the burial ceremonies of her mother.

Owing to the unsettled state of Canton, the husband was anxious about the defendant's safety and refused to let her go by the night boat, advising her to wait until this morning and go by the day boat.

The defendant left the house and went to the Praya where she jumped into the harbour.

The alarm was raised and the girl was rescued.

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SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

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STEAMSHIP SERVICES.
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VIA SUEZ.

S.S. "MUNCASTER CASTLE" ... Sailing about Middle, Nov.

LLOYD TRIESTINO

FOR SHANGAI.

S.S. "PERSIA"

About 5th November.

FOR BRINDISI, VENICE, TRIESTE, ETC.
TAKING CARGO ON THROUGH HILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS,
VIA SINGAPORE PENANG AND COLOMBO.

S.S. "AFRICA"

About 7th November.

S.S. "PERSIA"

About 8th December.

Passenger Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S. S. CO.)Regular Services between
JAPAN, HONGKONG & JAVA
FOR JAPAN.S.S. "KOKUTO MARU" ... On the 15th instant.
S.S. "KORNEO MARU" ... On the 30th instant.
FOR JAVA.

S.S. "SAMARANG MARU" ... On the 11th instant.

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TAKING CARGO ON THROUGH HILLS OF LADING FOR SOUTH AFRICAN PORTS WITH
TRANSHIPMENT AT CALCUTTA, in conjunction with the INDO-CHINA STEAM
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For Freight or Passage on any of the above Lines apply—

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LARGE STOCK OF SHIPBUILDING MATERIALS,
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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ARGYLL MARU ... Saturday, 16th Oct.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

CANADA MARU (Taking Passenger)... Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Suez.

BURMA MARU ... Saturday, 16th October.

KASADO MARU (Taking Passenger)... Saturday, 20th October.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

Service.

SHISEI MARU ... Monday, 1st November.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Island.VICTORIA, VANCOUVER, SEATTLE & TACOMA—
Via Manila and Shanghai—Regular fortnightly service touching
at intermediate ports in Japan and taking cargo to
ORLEAND POINTS U.S.A. in connection with Chicago
Milwaukee and St. Paul Railway.

ARIZONA MARU (Taking Passenger)... Tuesday, 12th October.

MANILA MARU (Taking Passenger)... Friday, 15th October.

Okinawa Manila.

NEW YORK—Regular monthly service via Japan ports, San Francisco,
Panama and Cuban Ports.

HAGUAN MARU ... Sunday, 7th November.

NEW ORLEANS LINE—Beginning December.

JAPAN PORTS—Okinawa Yokohama—Call Shanghai.

HAVANA MARU ... Monday, 26th October.

KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class saloon passengers
and will arrive at and depart from the O.S.K. wharf
near the Harbour Office.

AMAKUSA MARU ... Sunday, 17th October.

TAKAO via SWATOW and AMOY.

BOSSU MARU ... Saturday, 16th October.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 74 and 745.

CHINA-AUSTRALIA MAIL S. S. LINE.

FOR AUSTRALIAN PORTS via MANILA & SANDAKAN.

"BWAH PING" ... Sailing Nov. 8th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents.

Telephone No. 3327. 114, Connaught Road Central.

SHIPPING

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL
HONGKONG ... XINPAN Oct. 14, at 10 a.m.
SHANGHAI ... SHIJIANG Oct. 14, at Noon.
SHANGHAI AND TSINGTAO ... YINGCHOW Oct. 15, at 4 p.m.
SWATOW AND BANGKOK ... KANCHOW Oct. 19, at 10 a.m.
MANILA, CEBU & ILOILO ... TAMIS Oct. 18, at Noon.
AMOY, SHANGHAI AND FUERU ... SHIZHOU Oct. 19, at 4 p.m.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation amidships. Electric Light and Fans in Saloon and
State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai
(thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai
avoiding the inconvenience of transhipment at Woosung.BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—BUTTERFIELD & SWIRE,
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FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

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"ELDRIDGE" ... About Oct. 29th.

"WHEATLAND" ... About Nov. 15th.

FOR PORTLAND.

(Calling at Kobe and Yokohama)

"ABERCOM" ... About Oct. 3rd.

FOR NEW YORK.

(Calling at Kobe and Yokohama)

"ELDENA" ... About Oct. 15th.

"CITY OF JOLIET" ... About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

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Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
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S.S. "ELDENA" ... About 15th Oct.

S.S. "CITY OF JOLIET" ... About 15th Nov.

For freight space and particulars apply to—

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THE ADMIRAL LINE.

Freight Service to Europe.

SERVICE TO LONDON, ANTWERP & ROTTERDAM.

S.S. "WEST HARGRAVE" about 7th Nov., 1920.

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For Freight, Space and Part

TUESDAY, OCTOBER 12, 1920.

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EASTERN & AUSTRALIAN
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(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
BRAITS, JAYA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS. (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	15th Oct.	Singapore, Colombo & Bombay.
"KARHAR"	6,300	2nd Oct.	MADRAS, LONDON & A'werp.
"NOVARA"	6,900	18th Nov.	MADRAS, LONDON & A'werp.
"NELLOR"	6,853	24th Nov.	MADRAS, LONDON & A'werp.
"SOWALI"	6,713	13th Dec.	Do.
"DEYANEA"	8,160	17th Dec.	Do.
"EGLLIA"	6,705	8th Dec.	Do.
"PLASSY"	7,346	21st Jan.	Do.
		1921.	

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,600	15th Oct.	Straits, Bangkok and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	30th Oct.	Thursday Island, Cairns, Townsville, Brisbane, Sydney, and Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,600	13th Oct.	Kobe.
"NOVARA"	5,800	15th Oct.	Shanghai, Moji, Kobe & Fushimi.
"TAKADA"	7,000	18th Oct.	Shanghai and Japan.
"NELLOR"	6,000	21st Oct.	Shanghai and Japan.
"DILWALA"	5,400	30th Oct.	Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras, in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels measuring not more than 3 ft x 2 ft x 1 ft will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNERS.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fare, Freight, and books, etc., apply to

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BRITANNIA & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (omit. Shanghai) — Thursday, 14th Oct., at 11 a.m.
TOYAMA MARU — Monday, 18th Oct., at 11 a.m.
TOYOSHIMA MARU — Friday, 22nd Oct., at 11 a.m.
FUSHEMI MARU (omit. Manila) — Tuesday, 14th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU — Monday, 18th Oct., at Noon.

SADO MARU — Friday, 22nd Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU Sailing from Yokohama — Saturday, 16th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KAMAKURA MARU — Sunday, 21st November.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU — Friday, 22nd Oct., at 11 a.m.

AKI MARU — Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU — Tuesday, 12th October.

SOUTH AMERICAN PORTS via Cape.

TOMA MARU — Sailing from Singapore — Sunday, 17th October.

BOMBAY & COLOMBO via Singapore.

JINSHO MARU — Wednesday, 27th October.

CALCUTTA & RANGOON via Singapore & Penang.

KONBU MARU — Sunday, 24th October.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

AKI MARU — Saturday, 16th October, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU — Saturday, 16th October.

YESSIN MARU — Wednesday, 20th October.

INABA MARU — Thursday, 21st October, at 11 a.m.

KI MO MARU — Friday, 29th October, at 11 a.m.

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FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.

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S.S. "CELTIC PRINCE" via Panama Canal on or about 18th October.

Steamers proceed via SUZU CANAL or PANAMA CANAL at Owners' option.

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"THE PATHWAY OF THE SUN."

STEAMERS

SIBERIA MARU — 20,000 Tons. LEAVES HONGKONG Oct. 12th.

TOYKO MARU — 22,000 Tons. Oct. 15th.

SHINYO MARU — 22,000 Tons. Oct. 18th.

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Arriving at Shanghai.

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THROUGH THE TEL-A-ANDEN ROUTE TO BUENOS AIRES.

STEAMERS

SEIYO MARU — 14,000 Tons. LEAVES HONGKONG Nov. 9th.

TOYKO MARU — 5,500 Tons. Dec. 9th.

KIYO MARU — 17,200 Tons. Jan. 10th 1921.

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We have now a splendid assortment of "natty" Belts in Black, Tan, Grey and White leather.

Some with buckles attached, others with the new silver slide buckles which are neat in appearance and enable you to adjust your belt to a perfect fit.

All sizes in stock.

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Men's Wear Specialists.

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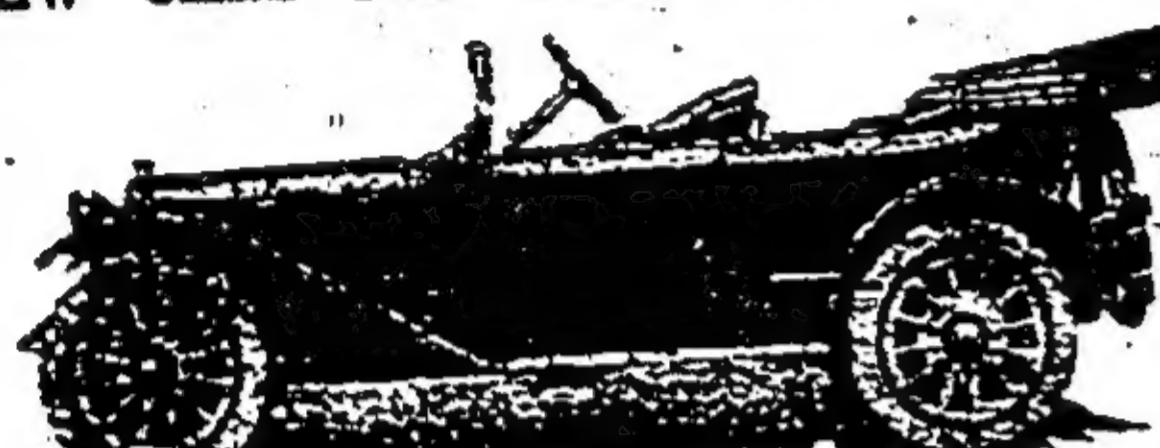
Telephone 29.

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NEW CARS FOR HIRE AND FOR SALE.



We are Sole Agents for:
CHALMERS MOTOR CAR CO.
MAXWELL MOTOR CAR CO.
FAFNIE'S BALL BEARING.

TROPICAL AUSTRALIA.

IMMENSE POSSIBILITIES.

QUESTION OF OCCUPATION BY
"WHITE RACES."

Professor W. A. Osborne, professor of physiology at the Melbourne University, came to important conclusions in a lecture entitled "The physiological factors in the development of an Australian race," which he delivered to a crowded audience in the Albert Hall. He held that temperate and sub-tropical Australian conditions were eminently favourable for the development of a white race energetic in body and mind, and possessing that initiative and aggressiveness which carried races to the seat of leadership. But they would require a national administration of preventive medicine, some form of national medical service, the development of welfare work among workers in all industries, and more flexibility in their habits and customs. They also would have to allow for the differences between indulgence and restraint, virtue and vice. On the whole, they might entertain a well-founded pessimism about the temperate and sub-tropical region, but as to tropical Australia, he pleaded for caution of utterance and patience until certain of the result of scientific inquiry. In his analysis of Australia's physiological conditions, the lecturer gave emphasis to the great advantage of political unity. No barrier of law, customs, language, or religion marked off one portion from another. North Queensland was as much Australian as Tasmania or Albany. This consideration brought up the question of race. They were a white population and they intended to remain white.

A white Australian population might become more difficult, but it would become more desirable. They held their island continent as a citadel on the western Pacific, where momentous events charged with destiny for the white race might one day be decided. They could not shut their eyes to the serious indictment of decay of character that had been brought against the white race. No one could read that remarkable book, *National life and character*, by Charles Pearson, once a Minister for Education in Victoria, without having his carelessness somewhat shaken, but the British race had weathered some mighty storms in the past, and they might look to improved conditions and eugenics safeguards for a rejuvenation. In the past food had been of immensely greater importance in the development of race than climate. When food was abundant humanity prospered, and when population exceeded the food supply there was emigration or war. In estimating the forces that overthrew the Roman Empire, mention must be made of the Baltic herring.

With the exception of the hookworm, Australia enjoyed a striking immunity from the serious tropical diseases. They had no large population, and no large slums, but some day they would have to sit back their slums with the same vigour that they employed against snakes and flies. Australia was practically free of disease, and she presented a grand possibility for the statesmen in the direction of a policy of public health. In considering the question of climate, in tropical conditions the heat generated within the body did not escape so quickly as in temperate or cold climates, owing chiefly to the diminished evaporation through the skin. He did not regard any of the physiological disabilities due to climate as serious for the male adult, who could keep good health. The weakest link in the tropics was the child. Concerning women's health, duality entered, while the chances of a white child were still more doubtful. But at present the proper scientific attitude should be one of

VIENNA NIGHT LIFE.

A GHASTLY MURKERY.

RECKLESS AND MAD GAITY.

Notwithstanding the enormous prices charged by the theatres of Vienna, they are filled to their limits daily. A person who wants a seat in the opera must engage it several days beforehand. In the most expensive and fashionable restaurants you cannot get a table at certain hours, without waiting for the previous occupants to leave.

The cafes are crowded; the moving picture shows are packed; and, in spite of the alleged scarcity of gasoline, the streets are thronged with motor cars. The show windows of the fashionable shops make as fine a display as ever. The delicatessen dealers exhibit their usual array of luxuries. Everywhere there is a superficial appearance of wealth. But the worst scandal in this defeated and ruined metropolis is the night life in the cabarets and bars.

Such establishments are so numerous that you cannot count them, and you surely could not count the money that is wasted in them. While the cabarets are compelled by law to close by 11.30, the bars keep open secretly all night.

These are the temples of vice and luxury, where Vienna—the Vienna that still has money-dances and gambles and drinks from 9 in the evening until 4 in the morning. First and foremost it drinks, drinks with as great ardour and devotion as if it were performing a religious rite. People drink without limit and without cessation—both men and women. Here is where the substance of Vienna is wasted.

In the cabarets naturally they do not usually drink champagne. It has been replaced by a more moderate sparkling wine, costing 600 crowns a bottle. Please note, I say 600 crowns. Still, if you wish it you can have a bottle of real champagne at a price more easy to imagine than to believe. How many bottles of the imitation champagne, costing 600 crowns, are opened every night in the cabarets and bars of Vienna is difficult to say; but if any statistical enthusiasts were to make the computation, I have no doubt he would be appalled by his discovery.

In addition to this alleged champagne, there are red wines at 100 and 200 crowns a bottle; there are strawberries and cherries at 100 crowns a plate; there are bonbons and chocolates, and pastries at 50 crowns apiece; there, are cigarettes for four or five crowns each; there is the director of the orchestra, who politely inquires your favourite piece and to whom you are obliged for a gratuity proportional to the rest of the prices; and there are all the other inducements to prodigality and waste which characterize the night life of any great metropolis.

Moreover, the victims of this alleged champagne, there are red wines at 100 and 200 crowns a bottle; there are strawberries and cherries at 100 crowns a plate; there are bonbons and chocolates, and pastries at 50 crowns apiece; there, are cigarettes for four or five crowns each; there is the director of the orchestra, who politely inquires your favourite piece and to whom you are obliged for a gratuity proportional to the rest of the prices; and there are all the other inducements to prodigality and waste which characterize the night life of any great metropolis.

Before drawing conclusions from this rapid sketch, fairness compels us to point out that not small part of this crowd of crazy prodigals is composed of foreigners who naturally are better able to pay high prices because they get the benefit of the low Austrian exchange, though this fact does not lessen the evil in the slightest. The present situation is ruinous from an economic standpoint, imprudent from a political standpoint, and immoral from whatever aspect you view it. It is an affront to that other Vienna which is dying with hunger, to the country districts which refuse longer to provision the metropolis, and to foreign countries, particularly the victorious governments—*Giovane d'Italia*.

The *Straits Times* take the following from the current issue of the Monthly Paper of St. Andrew's Cathedral—

We have lately heard a repetition of an absurd fallacy which we thought had been killed long ago. You cannot "go to church" except you go in a cloth suit or a dark suit. We would presume to assure such that if there is anything in it God prefers a white suit or a light suit to a black one. Some who come in dark suits may be having trouble with the dhoibie. Is the fear a charge of economizing? Dhoibie's charges are so high that the difference in cost between the two fashions is not so very much. We have heard of "Boys" presenting themselves somewhat as follows: "Shya Punya salala pakai tweed,"—a reflected merit. Let a man wear what he likes and that in which he can best worship God without distraction to himself and to others (we add the last as a warning against eccentricities). Those who will agree to wear other than tweeds on Sundays at least "for the sake of the weaker brethren" will be helping to break a convention that should bind no one in the tropics.

—SUNDAY CLOTHES.

WHY SOME DARK SUITS ARE
WORN IN SINGAPORE!

The *Straits Times* take the following from the current issue of the Monthly Paper of St. Andrew's Cathedral—

"I don't knowism," until the important scientific inquiry which was being made at Townsville—an inquiry capable of valuable discovery—was complete. Experts should keep guard of their utterances until they were sure of their conclusions in one way or the other. He confessed to feeling dubious as to the suitability of the North-west coastal district of Australia for a white population. It was one of the few places in the world where birds sometimes fell to the earth dead. Nevertheless, caution was instilled into him by the wrong judgments made in the past, whilst generally, in regard to tropical land, consideration had to be given to the incalculable element of man's inventive genius. For instance, there was no scientific barrier to the practice of cooling processes in the same way that heating contrivances had been established.

The lectures illustrated his remarks with lantern slides of a highly educational character.

CHINA COAST GUILD.

OLD SHIPMASTER'S VIEWS.

"UNITY IS STRENGTH."

Amongst recent letters received at the Imperial Merchant Service Guild is a most interesting communication from a shipmaster who has served during the last fifteen years in the East, says the *Journal of Commerce*. He claims to speak from an experience of 29 years at sea in all classes of ships, and mentions with pardonable pride that he is one of the old school, having gone through his training in some of the finest Australian clippers. The comparisons which he draws between conditions now obtaining in the service and those which existed when he first went to sea are of the greatest interest.—"At the time I left sail to go into steam the wages were little better than in sail, 26 for 3rd officers and 28 for second officers, and plenty of overtime work in port. I served for two years and nine months as second officer for 28 per month. When I arrived in port I was allowed sea pay, and I had 6d a day to buy my three meals, which could not be procured at British Workmen's Cocoa Rooms. The company certainly expected us to have our meals at a first-class restaurant. At the same time they were not willing to allow us sufficient to do so. I never got a cent for all the overtime I worked and was told when I asked for some recompence that I must have zeal and study the company. It was not unknown in those days for masters to be told to buy their own charts, when the poor fellows could hardly live on their pay. It is the old masters and officers who founded the Imperial Merchant Service Guild after a very hard struggle and laid the foundation of the present society, which has done such a lot for the cloth. The Guild would not be in existence now if we had adopted the drastic measures a good many of the younger generation suggested to further our interests when we first formed that body. The war has brought to the notice of the British people what the Guild is, and who it represents, and what assistance it was to the country in time of need, and how essential the cloth was to the building up of the Empire. The present generation of officers have done their bit, and well too, but they must not forget the fact that the foundations of the body in question were not laid during the war, but many years before, by those who wished to make our position assured for the future and for those who were to come after us."

Referring to conditions on the China Coast, this officer continues: "The China Coast Officers' Guild is the recognised representative society now of the cloth out here. I trust that the time is not far distant when all the organisations in the East will be affiliated in some manner with the Imperial Merchant Service Guild, and all working and helping one another under a central board. The old spirit is with us, and we look with pride on what the mother society did for us. The cloth is well and how it is doing is improving. The Guild is on a good foundation now, and it behoves them to keep it so, for unity is strength. Let them be guided by experience and also by the working of the past."

Before drawing conclusions from this rapid sketch, fairness compels us to point out that not small part of this crowd of crazy prodigals is composed of foreigners who naturally are better able to pay high prices because they get the benefit of the low Austrian exchange, though this fact does not lessen the evil in the slightest. The present situation is ruinous from an economic standpoint, imprudent from a political standpoint, and immoral from whatever aspect you view it. It is an affront to that other Vienna which is dying with hunger, to the country districts which refuse longer to provision the metropolis, and to foreign countries, particularly the victorious governments—*Giovane d'Italia*.

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—SUNDAY CLOTHES.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

MILAN STRIKE.

MILAN, October 9th.
As a result of an agreement between the workers and the employers, electric power is again available and tramways have been re-started.

GENEVA CONFERENCE.

PARIS, October 9th.
No decision has yet been taken as regards the postponed Geneva Conference to discuss reparations.

The French Government has replied to a note from Lord Curzon suggesting that such a conference should be held, agreeing to it, but specifying that the meeting at which the Germans may be heard will be simply a preparatory hearing which leaves the final decision to the higher authorities.

PRESIDENTIAL CAMPAIGN.

NEW YORK, October 9th.
The Presidential campaign is now approaching its climax. Both candidates leave their respective headquarters at Darton and Marion to-day on extensive speech-making tours.

Senator Harding will cover the Middle West, and Governor Cox the more Southern States.

PILGRIM FATHERS.

LONDON, October 9th.
A telegram from Norfolk (Virginia) states that the delegation to the tercentenary celebration of the Pilgrim Fathers visited James Town Island, the scene of the first British settlement in America and participated in the opening ceremonies, including the erection of a Cross, as was done by the first settlers in 1607, a parade and a mass meeting.

POLAND'S APPEAL.

WASHINGTON, October 9th.
Poland has requested the United States to supply food to Poland. It is pointed out that the Bolsheviks have completely devastated 40,000 square miles of territory in Poland and the Polish harvest is poor.

LONDON, October 9th.
The Times' Warsaw correspondent says the Poles are exhibiting great indifference as to the prospect of peace which is attributable, it is stated, to the belief that real peace with Soviet Russia is impossible and to the necessity of having to maintain an army in the field ready for action.

AMERICAN FLIGHTS.

PANAMA, October 7th.
Eight American submarine chasers are patrolling the Caribbean Sea in order to facilitate the attempt of Commander Herbert, and three other officers of the American Navy to fly on two seaplanes from Panama to Kingston (Jamaica).

An American army officer, Lieutenant Austin, is also attempting a solo flight from Panama to Washington, via Cuba and Jamaica.

MINERS' BALLOT.

LONDON, October 9th.
It is considered that the prospects are brighter, owing to the moderating influence of Mr. Scoble's appeal which has been backed up by two other prominent leaders. The appeal seems to have caused a definite setback. Meanwhile, it is declared that the pit boys in Northumberland and Durham where there are 212,000 miners will not be allowed to vote.

TO FIGHT CONSUMPTION.

PARIS, October 9th.
The National Committee to fight consumption is arranging a meeting in Paris of delegates. It is similar to the American and European organisations and aims at examining the possibilities of international co-operation and of better co-ordinated efforts in fighting consumption.

WOOLLEN TRADE CRISIS.

LONDON, October 9th.
The sudden cancellation on a large scale of Japanese and American orders has caused unprecedented losses in the Bradford district, and a crisis has occurred in the Yorkshire wool trade. On the other hand, the Amalgamated Textiles declare that all reputable firms anticipated the slump, and confidently prophesy that the slump will be only of a short duration, and three months hence, probably, a prolonged trade boom will be seen.

Colonel John Worthy Chaplin, V.C., C.B., of Kibworth Hall, Leicester, who died on August 19, at the age of 80, entered the Army from Harrow in 1858, and served in the Chinese campaign of 1860, being awarded the V.C. for distinguished gallantry at the North Taku Fort, where as an ensign he was carrying the Queen's Colour of his regiment, the 67th. He first planted the colours on the breach made by the storming party, assisted by Private Lane, and afterwards on the Cavalier Fort, which he was the first to mount. In doing this he was severely wounded. He also served in the Afghan War of 1879, when he commanded the 8th Hussars, which he joined as Captain in 1864, after a few years' service with the 10th Regiment. He was awarded the C.B. in 1887, and retired in the following year. Colonel Chaplin was one of the best known followers of hounds in Leicestershire.

NOTICES.

DAIRY FARM NEWS.

SAUSAGES

PORK SAUSAGES
BEEF
LIVER
BOLOGNA
BRAUN

Made daily

TO-DAY'S SPECIALITY

CAMBRIDGE SAUSAGE.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

WHITEAWAY'S

NOW SHOWING
THEIR COMPLETE RANGE

OF
BORDERED CASEMENT
CLOTHS

FOR CURTAINS AND VALANCES

NEW SHADES NEW DESIGNS

ALL GUARANTEED FAST COLOURS.

50" Bordered Casement Cloths

\$1.50 per yard.

SPLENDID ASSORTMENT OF
PLAIN COLOURS

From \$1.25 to \$1.75 per yard.

Pinks, Blues, Fawns, Mauves, Reds, Royals, Greens, Saxe Blues, Creams, Whites, Rose Pinks, Greys, Fans

AND

ALL FASHIONABLE FURNISHING
SHADES.

AT

WHITEAWAY'S

The Furnishing Specialists.

HONGKONG

(Incorporated in England)

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

AMERICAN PORTS.

VANCOUVER.

Oct. 15.—D. L. Melville Dollar.
15.—W. L. N.
15.—O. S. K. Maria Maru.
21.—C. P. O. S. Empress of Russia.
25.—D. L. Harold Dollar.
25.—C. P. O. S. Montague.
25.—A. L. Eldridge.
Nov. 9.—C. P. O. S. Empress of Japan.
17.—A. L. Wheatland.
18.—C. P. O. S. Empress of Asia.
Dec. 18.—C. P. O. S. Empress of Russia.
Jan. 13.—C. P. O. S. Empress of Asia.
14.—C. P. O. S. Empress of Japan.
Feb. 11.—C. P. O. S. Empress of Russia.
Mar. 11.—C. P. O. S. Empress of Japan.
31.—C. P. O. S. Empress of Asia.

VICTORIA.

Oct. 14.—N. Y. K. Tajima Maru.
15.—O. S. K. Manila Maru.
15.—W. L. N.
22.—A. L. Eldridge.
Nov. 15.—N. Y. K. Toyama Maru.
17.—A. L. Wheatland.
26.—N. Y. K. Toyohashi Maru.
Dec. 14.—N. Y. K. Fushimi Maru.

SEATTLE.

Oct. 14.—N. Y. K. Tajima Maru.
15.—W. L. N.
15.—O. S. K. Manila Maru.
17.—A. L. Eldridge.
20.—A. L. Eldridge.
Nov. 14.—N. Y. K. Toyama Maru.
16.—B. F. Ixion.
17.—A. L. Wheatland.
26.—N. Y. K. Toyohashi Maru.
Dec. 7.—B. F. Taithong.
30.—B. F. Tyndareus.
Jan. 14.—B. F. Teucer.
Dec. 14.—N. Y. K. Fushimi Maru.
Feb. 8.—B. F. Ixion.

TACOMA.

Oct. 15.—W. L. N.
15.—U. S. K. Manila Maru.
22.—A. L. Eldridge.
Nov. 17.—A. L. Wheatland.

PORTLAND.

Oct. 15.—A. L. Aberec.

SAN FRANCISCO.

Oct. 21.—D. L. West Ira.
27.—S. & D. West Hawshaw.
28.—T. K. E. Texco Maru.
31.—C. M. S. Nanking.
Nov. 3.—J. C. J. L. Tjikambang.
6.—C. M. S. N.
21.—N. Y. K. Shinyo Maru.
Dec. 2.—T. K. K. Perus Maru.
4.—C. M. S. China.
17.—T. K. K. Korea Maru.

LOS ANGELES.

Oct. 21.—L. A. P. N. Vinita.
Nov. 4.—L. A. P. N. West Hinton.
Dec. 1.—L. A. P. N. West Montop.
2.—L. A. P. N. West Hiko.

VALPARAISO.

VIA JAPAN, HONOLULU, SAN FRANCISCO,
SAN PEDRO, SALINOS, CALLAO, LIMA & IQUITOS.
Nov. 8.—T. K. K. Seijo Maru.
Dec. 8.—T. K. K. Tokyo Maru.
Jan. 10.—T. K. K. Kyo Maru.

NEW YORK.

(VIA PANAMA)

Oct. 15.—A. L. Eldridge.
15.—D. L. Melville Dollar.
18.—S. & D. Celtic Prince.
20.—S. & D. Woonsocket.
25.—D. L. Harold Dollar.
30.—O. S. K. Honolulu Maru.
Nov. 7.—O. S. K. Hagon Maru.
8.—O. S. K. Sunatra Maru.
15.—A. L. City of Joliet.
24.—B. F. Tydareus.
(VIA Suez)

Nov. 15.—A. L. Montrose.
Dec. 3.—B. F. City of Agra.
50.—B. F. Romeo.

BOSTON.

Oct. 18.—S. T. Celtic Prince.
22.—B. F. City of Agra.
25.—B. F. Romeo.

DURBAN AND CAPE TOWN.

(VIA BUZIOS AFREZ, RIO DE JANEIRO, SANTOS AND MAURITIUS.)

Nov. 2.—O. S. K. Canada Maru.

EUROPEAN PORTS.

GRINDISI, VENICE, & TRIESTE.

Nov. 7.—L. T. (D. & C.) Africa.
Dec. 8.—L. T. (D. & C.) Persia.

GENOA.

Oct. 13.—B. F. Titan.
25.—B. F. Peleus.
26.—B. F. Antilochus.
Dec. 20.—B. F. Democritus.

MARSELLS.

Oct. 22.—P. & O. Kasbar.
Nov. 2.—B. F. Telamon.
3.—B. F. Idomenes.
21.—N. Y. K. Kasimaku Maru.

LONDON.

Oct. 13.—B. F. Stator.
14.—E. S. K. Metope.
15.—O. S. K. Argus Maru.
17.—B. F. Keiron.
18.—N. Y. K. Michael Maru.
21.—B. F. Teresia.
22.—P. & O. Kashbar.
25.—S. L. Pembroke.
28.—N. Y. K. Sado Maru.
31.—B. F. Jason.
Nov. 3.—G. L. Glanfer.
7.—A. L. West Hargrave.
12.—P. & O. Novara.
15.—B. F. City of Naples.
16.—B. F. Epeorus.
22.—P. & O. Alceon.

TRADE WITH BRAZIL.

In view of the fact that Brazil has, during the war, assumed a position in international commerce which she did not formerly occupy, and of the prospect of her rapidly improving on that position during the next few years, the trade relationship of this country with Brazil is worth consideration. In 1913 Brazil imported from us about 16,000,000 worth of goods, coal being the principal single item, and engineering products of various descriptions being second in importance. During the same year her imports from Germany amounted to 11,750,000, engineering and scientific products forming an important proportion of this total, while her imports from the United States were worth 10,500,000. During the war imports from Germany ceased, owing to the unwelcome attentions of the British Navy, while our own exports to Brazil decreased to 11,200,000 in 1918, a figure which was barely reached last year. On the other hand, imports from the United States rapidly increased during the war, the total value for 1919 approximating 36,000,000. They included such significant items as motor cars and spare parts, railway rolling-stock, electrical machinery, hardware and cutlery, leather belting, tin plates, wagons and agricultural machinery, and considerable quantities of manufactured iron and steel. In other words, the United States has been successful in capturing not only the temporarily-vacated German market, but also a considerable share of ours. American trade in Brazil has been carefully fostered during recent years by a large amount of advertising and propaganda work. In spite of this, however, the British enjoy a far higher commercial reputation throughout the country than any other nation, and if use could be made of this reputation by the adoption of modern and intensive selling methods the manufacturers of this country might not only get back all the trade which has been lost as a result of war conditions, but might share largely in the increased business which will accrue during the coming years from the further industrial development of the country.

In order to do this, however, it is essential that home manufacturers should have stocks of machinery on the spot. The average Brazilian purchaser will always buy what is immediately available in preference to waiting for some months for the execution of his order, even if the machinery offered is not exactly what he wants. Standard types of machinery should therefore be stocked ready for immediate sale. Carefully organised advertising should also be adopted if successful competition with United States exporters is to be attained. There is plenty of room for British engineering products in Brazil and for the establishment there of new British firms. The extension of British enterprise in this country promises to prove a lucrative investment for the firms who recognise the possibilities of the Brazilian market, and who go to work upon the right lines to realise such possibilities.—Engineering.

OFFICIAL QUOTATIONS:

11 A.M.

BASER.

Sterling Exchange 3/10 T. T.
Hongkong Bank ... \$100 b.
East Asia Bank ... 117 b.

MARINE INSURANCE.

Canton Insurance ... \$70 b.
North China Insurance ... \$152 b.
Union Insurance ... \$166 b.
Yangtze Insurance ... \$23 b.
Far Easterns ... T. 20 b.

Fire INSURANCE.

China Fire Insurance ... \$128 b.
Hongkong Fire Insurance ... \$138 b.

Shipping.

Douglas ... \$70 b.
H. A. Stenbock ... \$25 b. 28 b.
Indo-China (P. & O.) ... \$168 b.
Do. (Del.) ... \$65 b.
Shell Transport ... \$20 b. 20 b.

REINSURANCE.

China Fugars ... \$230 b.
Malabar Sugars ... \$55 b.

MARINE.

Kalan Mining Adm ... 120 b.
Shanghai ... T. 182 b.
Shanghai ... T. 182 b.
Khal Exploration ... 1 b.
Pavis ... 35 b.
Troph Miners ... 15 b.
Tural Caprains ... 15 b.

DOCKS, WHARVES, GROWERS, &c.

H. & K. Wharf ... \$87 b.
H. & W. Docks ... \$141 b. x.d.
Shai Docks ... T. 128 b.
New Engineering ... T. 27 b.

LANDS, HOUSES & BUILDINGS.

Central Estates ... \$116 b.
Hongkong Hotel ... \$145 b.
Hongkong Lands ... \$17 b.
Hongkong Kowloon ... \$40 b.
Land Subsidies ... \$140 b.
West Points ... \$52 b.

COINS.

Two Cents ... T. 510 b.
K. Y. K. ... T. 45 b.
Loo Kung ... T. 18 b.
Oriental ... T. 188 b.
Shanghai Cottions ... T. 220 b.
Yangtze ... T. 27 b.

MONETARIES.

Cement ... \$9.45 b. 9/10 oz.
China Porcelain ... 5 b.
China Lights (Oil) ... \$7 & New \$5 b.
China Porcelain ... \$7.50 b. 7.50 b.
Daiy Farms ... \$31 b.
H. E. Electric ... \$164 b.
Macao ... \$30 b.
Hongkong Buses ... \$23 b.
Hongkong Tramways (Old) ... \$7.40 b.
Do. (New) ... \$7.70 b.
Steam Laundry ... \$4 b.
H. K. Steel Foundry ... \$10 b.
Water-taxis ... \$15 b.
Watsons ... \$7.40 b.
Wm. Powells ... \$14 b.

2 P.M.

CHAMBERLAIN'S PAINT BALM.

There is nothing so good for minor skin irritation, sprains, &c., as a mixture of the medicines and its tincture as Chamberlain's Paint Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storeskeepers.

BANKS.

ASIA BANKING CORPORATION
HONGKONG.

We handle all financial transactions incident to Foreign Trade. Current Accounts kept in Gold Dollars, Sterling and Local Currency. We offer to put Importers in touch with American Manufacturers and Exporters, through the use of the Special facilities of the Foreign Trade Bureau of the Guaranty Trust Company of New York, which are placed at our disposal.

HEAD OFFICE: NEW YORK.

OTHER BRANCHES in:
SHANGHAI PEKING HANKOW MANILA TIENTSIN CANTON CHANGSHA

THE CHINESE MERCHANT BANK, LTD.

HEAD OFFICE: Alexandra Buildings, Chater Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened in Local Currency and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

R. C. LAU, Chief Manager.

Hongkong, Aug. 17, 1920.

NOTICE.

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes

8.00 a.m. to 8.30 a.m. ... 18

8.30 a.m. to 11.00 a.m. ... 15

11.30 a.m. to 12.30 p.m. ... 15

12.30 p.m. to 2.30 p.m. ... 18

2.30 p.m. to 5.00 p.m. ... 15

5.00 p.m. to 8.10 p.m. ... 10

NIGHT CARS.

8.50 p.m. to 9.30 p.m. every 30 minutes

9.30 p.m. to 11.30 p.m. every 30 minutes

11.45 p.m. ... 18

SATURDAYS.

EXTRA CAR—12.00 midnight.

SUNDAYS.

1.30 a.m. to 8.00 a.m. every 15 minutes

8.00 a.m. to 10.30 a.m. every 15 minutes

10.30 a.m. to 12.00 a.m. ... 18

12.00 noon to 1.00 p.m. ... 18

1.00 p.m. to 3.30 p.m. ... 15

3.30 p.m. to 5.00 p.m. ... 18

5.00 p.m. to 6.30 p.m. ... 15

6.30 p.m. to 8.10 p.m. ... 10

NIGHT CARS at on Week Days

Interest on Current Accounts and Fixed Deposits in Local Currency and Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTARGIS, Manager.

Hongkong, April 23, 1920.

EXCHANGE.

Hongkong, October 12, 1920.

On London—

Bank, Wire ... \$1.11

On demand ... \$1.11

30 days' sight ... \$1.11

4 months' sight ... \$1.11

6 months' sight ... \$1.11

12 months' sight ... \$1.11

On Paris—

Credit, 60 days' sight ... 70%

On Bombay—

Wire ... \$1.11

On demand ... \$1.11

Credit, 4 months' sight ... 100%

On New York—

On demand ... \$1.11

Credit, 60 days' sight ... 70%

On London—

Bank, Wire ... \$1.11

On demand ... \$1.11

30 days' sight ... \$1.11

4 months' sight ... \$1.11

6 months' sight ... \$1.11

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI

Oct. 14.—P. & O. Duncans.
16.—R. F. Keenan.
20.—R. F. Teisteras.
Nov. 8.—R. F. Telmon.
10.—R. F. Dilwars.
14.—R. F. Antiochus.
15.—R. F. Elpenor.
19.—R. F. Afric.
21.—R. F. Tides.
23.—R. F. Tenebrach.
25.—R. F. Arapenor.
Dec. 6.—R. F. Oates.
8.—R. F. Theetus.
12.—R. F. Deverus.
13.—R. F. Nereus.
14.—R. F. Proteus.
20.—R. F. Hector.

FROM JAPAN

Oct. 17.—N. Y. K. Mishima Maru.
21.—P. & O. Kinsar.
22.—R. F. Peters.
23.—R. F. Turtilla.
25.—P. & O. Alipore.
26.—P. & O. Madras.
30.—R. F. J. S. Maru.
Nov. 8.—R. F. T. Tada.
11.—R. F. Novara.
16.—R. F. Japan.
24.—P. & O. Nellore.
31.—R. F. Arapenor.
Dec. 4.—P. & O. Kanowna.
13.—R. F. Spinali.
16.—R. F. Memnon.
18.—R. F. Devanta.
20.—R. F. Perseus.
30.—P. & O. Sicilia.
Jan. 2.—R. F. Nachon.
21.—P. & O. Plassy.

FROM MANILA

Oct. 18.—B. F. Teucer.
Nov. 12.—B. F. Irion.
Dec. 4.—B. F. Tathybina.
24.—B. F. Tyndareus.

FROM JAYA

Nov. 1.—J. C. J. L. Tukembang.

FROM BOMBAY

Oct. 19.—N. Y. K. Tenzin Maru.
29.—P. & O. Dilwars.

FROM CALCUTTA

Oct. 15.—N. Y. K. Hakodate Maru.
19.—B. F. Taka.
22.—N. Y. K. Bombay Maru.
27.—B. F. Japan.

FROM MELBOURNE AND SYDNEY

Oct. 15.—N. Y. K. Aki Maru.
16.—A. O. Taiyan.
Nov. 15.—E. & A. Kanowna.

FROM VANCOUVER

Oct. 18.—O. P. O. S. Empress of Russia.
21.—C. P. O. S. Monteagle.

FROM SEATTLE

Nov. 3.—R. F. Icicon.
12.—R. F. Takybina.
Dec. 12.—R. F. Tyndareus.
Feb. 1.—B. F. Tacer.
21.—B. F. Tacybina.
Mar. 18.—B. F. Tyndareus.

FROM LOS ANGELES

Oct. 18.—L. A. P. N. Visita.
Nov. 1.—L. A. P. N. West Hizan.
30.—L. A. P. N. West Hizan.
Dec. 1.—L. A. P. N. West Montop.

FROM LONDON

Oct. 15.—P. & O. Notara.
16.—E. L. City of Naples.
17.—R. F. Nellora.
24.—G. & S. Virgland.
26.—N. Y. K. Kamo Maru.
Nov. 3.—P. & O. Somali.
14.—N. Y. K. Iyo Maru.
16.—P. & O. Devanta.
22.—P. & O. Sicilia.
25.—P. & O. Plassy.

FROM LIVERPOOL

Oct. 15.—B. F. Nellora.
16.—B. F. Teucer.
17.—B. F. Leerta.
24.—B. F. Elpenor.
28.—B. F. Afric.
Nov. 17.—B. F. Pythias.
17.—N. Y. K. Aes Maru.
21.—B. F. Demodocus.
Dec. 2.—B. F. Knight Templar.
15.—B. F. Alcineus.
22.—B. F. Rhenus.
Jan. 1.—B. F. Proteus.
6.—B. F. Archises.

FOR HAMBURG

Nov. 6.—N. Y. K. Tsuruga Maru.

The Dodwell Line ss. "Lowther Castle" arrived at New York on October 12.

The P. & O. Co.'s "Novara" left Singapore for this port on the Oct. 9 with the outward English Mail, and is due here on the Oct. 15 at about 6 p.m.

The C. P. O. S. R.M.S. "Empress of Russia" arrived at Shanghai on Oct. 9 (am), left there on Oct. 12 (am), and is due Manila on Oct. 13 (am).

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the attack and development of the diphtheria germs. When there are cases of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also clears out the culture tube, which lingers in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Stores.

WEATHER REPORT.

Oct. 11th, 1920, 17m.—Warning to Hong Kong.—A typhoon within 150 miles of Lat. 17° N. Long. 122° E., moving N.W.

Oct. 12th, 1920, 4pm.—Warning to Hong Kong.—A typhoon within 150 miles of Lat. 17° N. Long. 122° E., moving N.W.

Oct. 13th, 1920, 4pm.—No return from Japan and Naha.

Pressure has decreased slightly to moderately at all reporting stations. The approximate position of the typhoon at 8 a.m. this morning was Lat. 17° N. Long. 128° E., moving N.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.48 inch. Total since January 1st, 57.62 inches, against an average of 78.11 inches.

Forecast for the 24 hours ending at noon on October 13th.

1.—Hongkong to Gap Rock, E. and S.E. variable winds, moderate; cloudy, occasional rain.

2.—Formosa Channel, N.E. winds fresh.

3.—South coast of China between Dongkong and Lamock. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

OCTOBER 12, 1920, 12 a.m.

Station, Hour, Barometer, Sea Level, Temperature, Humidity, Wind, Force, Weather.

Station	Hour	Barometer	Sea Level	Temperature	Humidity	Wind	Force	Weather
Victoria	8 a.m.	30.01	55	86	84	SE	4	o
Nemoro	8 a.m.	55	55	86	84	SW	4	o
Hakodate	8 a.m.	55	55	86	84	SW	4	o
Tokio	8 a.m.	55	55	86	84	SW	4	o
Kochi	8 a.m.	55	55	86	84	SW	4	o
Kagoshima	8 a.m.	55	55	86	84	SW	4	o
Osaka	8 a.m.	55	55	86	84	SW	4	o
Shibata	8 a.m.	55	55	86	84	SW	4	o
Benin Island	8 a.m.	55	55	86	84	SW	4	o
Weihaiwei	8 a.m.	55	55	86	84	SW	4	o
Hankow	8 a.m.	55	55	86	84	SW	4	o
Shantung	8 a.m.	55	55	86	84	SW	4	o
Shanghai	8 a.m.	55	55	86	84	SW	4	o
Gutifan	8 a.m.	55	55	86	84	SW	4	o
Sharp Pk.	8 a.m.	55	55	86	84	SW	4	o
Amoy	8 a.m.	55	55	86	84	SW	4	o
Swatow	8 a.m.	55	55	86	84	SW	4	o
Taikoo	8 a.m.	55	55	86	84	SW	4	o
Taichu	8 a.m.	55	55	86	84	SW	4	o
Taiwan	8 a.m.	55	55	86	84	SW	4	o
Koushan	8 a.m.	55	55	86	84	SW	4	o
Pescadores	8 a.m.	55	55	86	84	SW	4	o
Canton	8 a.m.	55	55	86	84	SW	4	o
Hongkong	8 a.m.	55	55	86	84	SW	4	o
Gap Rock	8 a.m.	55	55	86	84	SW	4	o
Kacao	8 a.m.	55	55	86	84	SW	4	o
Wuchow	8 a.m.	55	55	86	84	SW	4	o
Fukien	8 a.m.	55	55	86	84	SW	4	o
Philien	8 a.m.	55	55	86	84	SW	4	o
Guilin	8 a.m.	55	55	86	84	SW	4	o
Sharp Pk.	8 a.m.	55	55	86	84	SW	4	o
Amoy	8 a.m.	55	55	86	84	SW	4	o
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Wuchow	8 a.m.	55	55	86	84	SW	4	o
Fukien	8 a.m.	55	55	86	84	SW	4	o
Philien	8 a.m.	55	55	86	84			